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SEVENTEENTH ANNUAL REPORT

OF THE

PRESIDENT AND DIRECTORS

OF THE

CHICAGO & ALTON

RAILROAD COMPANY,

FOR THE

YEAR ENDING DECEMBER 31ST, 1879.

ISSUED FEBRUARY, 1880.

STANFORD & CO., PUBLISHERS,
CHICAGO:

CULVER, PAGE, HOYNE & CO., PRINTERS.
1880.

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DIRECTORS.

T. B. BLACKSTONE.....	CHICAGO, ILL.	Term of Service Expires first Monday in April, 1880.
JOHN B. DRAKE.....	CHICAGO, ILL.	
(One Vacancy).		Term of Service Expires first Monday in April, 1881.
JOHN F. SLATER.....	NORWICH, CONN.	
JOHN A. STEWART.....	NEW YORK.	Term of Service Expires first Monday in April, 1882.
GEORGE STRAUT.....	PEORIA, ILL.	
JOHN CRERAR.....	CHICAGO, ILL.	Term of Service Expires first Monday in April, 1882.
LORENZO BLACKSTONE.....	NORWICH, CONN.	
JOHN J. MITCHELL.....	ST. LOUIS, Mo.	

OFFICERS.

T. B. BLACKSTONE.....	<i>President.</i>
CHARLES H. FOSTER.....	<i>Secretary and Treasurer.</i>
C. BECKWITH.....	<i>General Solicitor.</i>
J. C. McMULLIN,.....	<i>Gen'l Manager and Gen'l Supt.</i>
CHARLES H. CHAPPELL.....	<i>Assistant General Superintendent.</i>
O. VAUGHAN.....	<i>Assistant Superintendent.</i>
A. M. RICHARDS.....	
HENRY W. STAGER.....	<i>Division Superintendents.</i>
T. M. BATES.....	
J. H. WOOD.	
K. F. BOOTH.....	<i>Chief Engineer.</i>
A. A. ACKERLY.....	<i>Superintendent of Machinery and Cars.</i>
JAMES SMITH.....	<i>General Freight Agent.</i>
JAMES CHARLTON.....	<i>General Passenger and Ticket Agent.</i>
A. V. HARTWELL.....	<i>Purchasing Agent.</i>

Chicago & Alton

For the year ending Dec 31, 1879)

~~and is
behalf of the
The Annual report - & presents the~~

DIRECTORS' SEVENTEENTH ANNUAL REPORT.

~~miles of road~~

~~is now~~

840

~~against~~

678

~~the previous
year.~~

To the Stockholders of the Chicago & Alton Railroad Company:

The Board of Directors submit the following Report for the year ending December 31, A. D. 1879:

LENGTH OF ROAD OPERATED.

	MILES MAIN LINE.		Miles of Side Track.	Length of all Tracks.
	1st Main Track.	2d Main Track.		
Chicago to Joliet (leased)	37.20	36.48	16.84	90.52
Joliet to East St. Louis (owned)	243.50	25.58	57.17	326.25
Coal City Branch (owned)	27.84		5.74	33.58
Dwight to Washington, and Branch to Lacon (owned)	79.80		7.18	86.98
Roodhouse to Louisiana (owned)	38.10		5.29	43.39
St. Louis, Jacksonville & Chicago (leased)	150.60		13.63	164.23
Louisiana & Missouri River (leased)	100.80		10.44	111.24
Mexico to Kansas City (leased)	162.62		21.59	184.21
Total miles	840.46	62.06	137.88	1,040.40

The Railroad last referred to has been in full operation about one-half of the year.

CAPITAL STOCK.

Preferred Shares	\$ 2,425,400
Common Shares	10,065,400
Convertible Scrip outstanding	72
Total	\$12,490,872

FUNDED DEBT.

First Mortgage 7 per cent Bonds due January 1, 1893	\$2,383,000
Income Bonds, 7 per cent, due January 1, 1883	1,083,000
Consolidated 6 per cent Sterling Bonds, due July 1, 1908	£900,000, say 4,379,850
St. Louis, Jacksonville & Chicago Railroad Bonds, assumed in purchase of Road from Roodhouse to Louisiana, First Mortgage 7 per cent, maturing April 1, 1894	564,000
Second Mortgage 7 per cent, maturing July 1, 1898	188,000
Sinking Fund 6 per cent Gold Bonds, due May 1, 1908	3,000,000
Total Stock and Bonds	\$24,088,722

The amount of Capital Stock remains the same as at the date of our last annual report.

In pursuance of the contract with the Kansas City, St. Louis & Chicago Railroad Company, for the construction of the new Railroad from

Mexico to Kansas City, that Company issued and transferred to ~~the~~ Company \$3,000,000 of its First Mortgage 7 per cent Bonds, which by reason of the high rate of interest they bear, ~~our~~ Board considered it unwise to sell.

The Bonds referred to have been deposited with the United States Trust Company, of New York, as collateral security for an issue of the same amount of 6 per cent Sinking Fund Bonds, issued by ~~our~~ Company as stated in the foregoing summary.

Mr. Cheyv Allen

~~Both issues of Bonds bear the same date and mature May 1, A. D.~~

~~1903.~~

~~The Earnings and Expenses have been as follows:~~

GROSS EARNINGS.

PER CENT.	1878.	1879.	PER CENT.
22 $\frac{3}{4}$ %	\$1,071,103 38	\$1,311,081 17	24 $\frac{7}{8}$ %
72 $\frac{27}{32}$ %	3,409,509 52	4,242,791 80	73 $\frac{7}{8}$ %
2 $\frac{1}{2}$ %	97,969 60	114,806 61	1 $\frac{9}{10}$ %
1 $\frac{3}{4}$ %	92,146 54	88,580 24	1 $\frac{1}{2}$ %
0 $\frac{1}{2}$ %	789 79	840 70	0 $\frac{1}{2}$ %
	\$4,671,519 18	\$5,755,677 19	

At the date of this Report, the Postal Department of the Government has not fixed a price for transporting the Mails between Mexico and Kansas City, and no compensation has been received for that service.

The gross earnings, compared with those of 1878, were as follows:

	DECREASE.		INCREASE.	
	AMOUNT.	PER CENT.	AMOUNT.	PER CENT.
From Passenger Traffic.....			\$240,604 49	22 $\frac{4}{6}$ %
" Freight "			883,281 57	24 $\frac{5}{6}$ %
" Express "			13,887 69	14 $\frac{1}{8}$ %
" Mail "	3,616 60	89 $\frac{7}{8}$ %		
" Miscellaneous Sources.....			50 91	6 $\frac{4}{10}$ %
	\$3,616 60		\$1,087,774 66	
Increase of earnings, compared with preceding year.....			8,616 60	
			\$1,084,158 06	

Which is equal to 23 $\frac{21}{100}$ per cent.

OPERATING EXPENSES.

PER CENT.	1878.	1879.	PER CENT.
28.46	\$705,242 89	For Conducting Transportation	29.68
26.51	669,124 65	Motive Power.....	29.99
24.67	717,255 00	Maintenance of Way.....	26.10
1.27	288,423 45	Maintenance of Cars.....	8.10
5.67	140,089 01	General Expenses.....	5.10
	\$2,515,134 81	TOTAL	\$3,049,520 68

The operating expenses, compared with those of the preceding year, were increased as follows:

in one table

	INCREASE.	
	AMOUNT.	PER CENT.
For Conducting Transportation	\$199,908 06	
“ Motive Power.....	245,244 38	
“ Maintenance of Way.....	88,885.52	
“ General Expenses.....	15,009 21	
“ Maintenance of Cars—Decrease.....	\$549,042 12	
Increase, compared with 1878.....	14,655 80	
	\$534,386 32	

Which is equal to 21.24 per cent.

The cost of all betterments was charged as operating expenses.

SUMMARY OF EARNINGS AND EXPENSES.

1878.	1879.
\$4,671,519 03	Earnings from all sources..... \$5,755,677 19
2,515,134 81	Operating Expenses..... 3,049,520 68
\$2,156,384 22	Net Earnings..... \$2,706,156 51
53.88	operating expenses equal per cent of gross earnings 52.98.
Increase in gross earnings.....	\$1,084,158 06
“ “ operating expenses.....	534,386 32
Increase in net earnings	\$ 549,771 74

Deducting from this sum the amount transferred to account of the Kansas City, St. Louis & Chicago Railroad, as hereinafter stated, the

(over)

remainder is equal to a net gain of $20\frac{75}{100}$ per cent over the net earnings during 1878.

	1878	1879.
Gross earnings per mile of road, estimating the operation of the new line for eight months as		
\$6,891 77 equal to 109 miles operated for the year.....	\$1,313 44	
3,710 51 Expenses per mile of road on same basis.....	3,374 87	
\$3,181 26 Net earnings per mile.....	\$3,488 57	

INCOME ACCOUNT.

Gross receipts from traffic, including Mississippi River Bridge.....	\$5,755,677 10
Dividends and interest collected on Stock and Bonds of the Mississippi River Bridge Company, held by our Company.....	33,000 00
Balance of amount temporarily taken from this account to purchase supplies.....	350,000 00
Total	\$6,188,677 10

DISBURSEMENT ACCOUNT.

Balance December 31, 1878.....	\$ 109,442 06
Interest on Funded Debt.....	561,278 85
" " Louisiana & Missouri River R.R. Bonds.....	30,737 00
Rent St. Louis, Jacksonville & Chicago R. R. Co....	297,263 21
" Joliet & Chicago R. R. Co.....	181,980 00
" Louisiana & Missouri River R. R. Co.....	138,370 00
" Mississippi River Bridge.....	63,000 00
" Kansas City, St. Louis & Chicago R. R. for November and December.....	52,500 00
" Chicago & Illinois River R. R.....	71,799 41
Dividend No. 32, paid in March.....	382,888 00
" " 33, " September	382,888 00
Taxes for account of 1873, 1875, 1876 and 1877...	34,025 79
" " of 1878.....	121,935 96
Interest and Exchange.....	14,226 50
Stock of Joliet Iron and Steel Company.....	15,273 88
Paid to account construction of the Kansas City, St. Louis & Chicago R. R. Net earnings of that Line from May 1, to November 1, as per contract.....	102,175 15
Operating expenses in 1879.....	3,049,520 03
	\$5,559,303 97
Balance, December 31, 1879.....	\$579,373 22

The earnings from traffic during the year 1879, after deducting operating expenses, taxes and assessments for that year, interest on Bonds, rent,

the

losses and all other sums properly charged in the Income Account, ~~were~~
equal to $9\frac{4}{100}$ per cent on our Capital Stock, both Common and Preferred.

All assessments made during the period of the "Granger War" upon the Capital Stock of our Company have been paid, except such as the Courts have ~~perpetually enjoined~~.

and freight

PASSENGER TRAFFIC.

The number of passengers transported during the year was 843,429, an increase of 61,438, or $7\frac{8}{100}$ per cent compared with that of the preceding year; the proportion of through and local passengers being $8\frac{16}{100}$ per cent of the former and $91\frac{8}{100}$ per cent of the latter.

The number of through passengers transported shows an increase of 23,424, compared with that in 1878, or $57\frac{6}{100}$ per cent.

The number of local passengers transported was, in 1878, 736,664; in 1879, 774,678; an increase of 38,014, or $5\frac{16}{100}$ per cent.

The average distance traveled by each passenger was, in 1878, $48\frac{34}{100}$ miles; and, in 1879, $64\frac{28}{100}$ miles; increase, $15\frac{4}{100}$ miles.

The average rate paid per mile by all passengers was, in 1878, $2\frac{884}{1000}$ cents; in 1879, $2\frac{418}{1000}$ cents; decrease, $\frac{466}{1000}$ of a cent.

The average rate paid per mile by local passengers was, in 1878, $3\frac{219}{1000}$ cents; in 1879, $2\frac{633}{1000}$ cents; decrease, $\frac{586}{1000}$ of a cent.

The average rate paid per mile by through passengers was, in 1878, $2\frac{136}{1000}$ cents; in 1879, $1\frac{857}{1000}$ cents; decrease, $0\frac{179}{1000}$ of a cent.

The average fare paid by all classes of passengers was, in 1878, \$1.37; in 1879, \$1.55; increase of 18 cents.

The amount earned by transporting passengers from other roads was, in 1878, \$159,906.17; in 1879, \$180,314.44; increase, \$20,408.27.

The earnings from transportation to other roads were, in 1878, \$127,-247.25; in 1879, \$156,022.26; increase, \$28,775.01.

The earnings from transportation of local passengers were, in 1878, \$783,950.28; in 1879, \$975,371.44; increase, \$191,421.16.

The transportation of passengers was, in 1878, equal to transporting one person $37,797,542$ miles; and, in 1879, $54,219,072\frac{7}{10}$ miles, increase, $16,421,530\frac{7}{10}$ miles, or $43\frac{1}{100}$ per cent.

carried one mile

54,219.072

in 1879 against

37,797.542

in 1878, an

increase of
43 $\frac{1}{2}$ per cent

(Over)

	1878.	1879.	INCREASE	DECREASE
Number of Passengers transported to Chicago.....	69,672	78,862	9,190.....	
Number of Passengers transported from Chicago.....	85,422	91,789	6,365.....	
Number of Passengers transported to St. Louis.....	65,451	78,860	13,109.....	
Number of Passengers transported from St. Louis.....	66,219	75,901	9,682.....	
Number of Passengers transported to Kansas City.....		21,041	27,041.....	
Number of Passengers transported from Kansas City.....		27,488	27,388.....	
Number of Local Passengers transported North.....	352,761	389,183	36,425.....	
Number of Local Passengers transported South.....	360,210	382,266	22,056.....	
Number of Through Passengers transported North.....	27,181	26,773		408
Number of Through Passengers transported South.....	41,839	45,204	3,365.....	

FREIGHT TRAFFIC.

PP
The freight transported during the year amounted to 2,634,177 tons, an increase over that of the preceding year of 666,871 tons, or $31\frac{1}{2}\%$ per cent.

The through freight amounted to 622,742 tons, an increase compared with the preceding year of 281,264 tons, or $32\frac{3}{4}\%$ per cent.

The local freight transported during the year amounted to 2,011,435 tons, an increase of 385,537 tons, or $23\frac{1}{10}\%$ per cent.

The proportion between through and local freight transported was $23\frac{6}{10}\%$ per cent of through, to $76\frac{3}{10}\%$ per cent of local.

In 1878, the proportion of through and local freights was $17\frac{3}{10}\%$ per cent, to $82\frac{6}{10}\%$ of local.

The ~~number~~ of tons of freight transported one mile was, in 1878, 248,286,318 tons; in 1879, 402,234,396 tons; increase, 153,948,078 tons, or 62 per cent.

The average rate per ton per mile for transporting freight was, in 1878, $1\frac{2}{100}$ cents; in 1879, $1\frac{9}{100}$ cents; ~~decrease, $\frac{1}{100}$ of a cent.~~

The average distance each ton of freight was transported, in 1878, was $121\frac{1}{2}$ miles; in 1879, $11\frac{7}{10}$ miles; decrease, $6\frac{3}{10}$ miles.

The amount of freight transported in Blue Line and National Dispatch Line came from St. Louis was, in 1878, 143,553 tons, in 1879, 155,465 tons; increase, 9,912 tons, or $6\frac{8}{10}$ per cent.

The amount of freight transported to St. Louis in Line cars last named was, in 1878, 21,587 tons; in 1879, 25,198 tons; increase, 3,611 tons, or $16\frac{72}{100}$ per cent.

The amount of freight transported to Venice and East St. Louis was, in 1878, 158,286 tons; in 1879, 354,174 tons; increase, 195,888 tons, or $123\frac{75}{100}$ per cent.

The amount of freight transported from Venice and East St. Louis was, in 1878, 114,159 tons; in 1879, 339,196 tons; increase, 225,837 tons, or $197\frac{82}{100}$ per cent.

The amount of freight transported to Chicago was, in 1878, 994,928 tons; in 1879, 1,074,125 tons; increase, 79,197 tons, or $7\frac{9}{100}$ per cent.

The amount of freight transported from Chicago was, in 1878, 281,804 tons; in 1879, 430,311 tons; increase, 148,497 tons, or $52\frac{69}{100}$ per cent.

The amount of freight transported to Kansas City was 204,995 tons.

The amount of freight transported from Kansas City was 135,508 tons.

The following table shows the amount of some of the principal items of Freight transported upon your lines in each of the last seven years, a more complete statement of which is given in the appendix to this report:

ARTICLES.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	INCREASE.	DECREASE.
Merchandise and Sundries. Tons...									
Iron. " "	178,820	164,268	199,896	232,201	242,881	259,486	387,825	128,339	.....
Cool. " "	71,235	29,385	71,647	82,886	48,301	100,260	180,268	80,006	.....
Coal. " "	549,246	404,327	569,284	606,375	474,177	646,698	817,361	170,653	.....
Mill Stuffs. " "	6,504	17,310	19,461	20,098	28,692	30,949	31,790	84	.....
Wheat. Bush... " "	968,902	1,152,634	1,224,891	1,614,411	1,112,330	4,145,455	5,919,401	1,773,966	61,079
Corn. " "	11,207,377	8,629,010	4,929,991	11,360,125	8,772,412	9,684,210	9,623,131	.....	1,346,572
Oats. " "	1,639,711	1,471,430	1,705,758	1,061,799	1,375,557	3,165,181	1,818,609	267,250	.....
Barley. " "	116,680	124,504	336,214	328,403	330,020	249,837	517,087	27,258	.....
Rye. " "	122,150	78,981	126,529	168,902	310,186	275,604	248,346	.....	27,258
Potatoes. " "	147,947	142,766	232,153	175,841	67,588	157,123	232,373	75,255	.....
Flour. Bush... " "	316,414	691,117	587,744	548,111	736,830	782,319	948,022	165,708	.....
Beef. " "	4,096	3,656	11,541	14,362	19,055	7,850	9,142	1,292	.....
Pork. " "	62,557	39,408	44,817	38,349	19,354	13,242	60,213	46,971	.....
Salt. " "	44,445	59,639	51,080	52,120	57,017	53,001	93,403	40,402	.....
Lumber. Feet... " "	80,597,217	72,427,000	84,443,440	92,877,330	100,846,790	101,616,020,111	587,720	9,971,700	.....
Shingles. M. " "	108,770	78,194	51,081	55,063	60,100	40,850	47,643	6,785	.....
Cattle. Num... " "	284,858	205,666	189,632	274,599	186,717	174,655	200,614	25,979	.....
Hogs. " "	532,686	464,426	388,201	387,569	325,532	630,896	676,551	45,665	.....
Sheep. " "	27,980	23,563	32,087	33,200	35,187	33,114	59,879	26,705	.....
Horses. " "	8,742	5,983	6,478	4,248	5,155	8,968	15,982	6,64	.....

The aggregate mileage of Freight Cars, loaded and empty, was, in 1878, 39,522,338 miles; in 1879, 52,668,937 miles; increase, 13,146,599 miles, or 33.26 per cent. The percentage of the whole mileage, loaded or partly loaded, was, in 1878, 68.1007 per cent; in 1879, 74.4666 per cent; increase, 5.854 per cent.

The mileage of empty cars hauled in regular service was, in 1878, $31\frac{393}{1000}$ per cent; in 1879, $25\frac{539}{1000}$ per cent; decrease, $5\frac{854}{1000}$ per cent.

The average tonnage of loaded cars and cars partly loaded, hauled in regular service was, in 1878, $9\frac{157}{1000}$ tons; in 1879, $10\frac{256}{1000}$ tons.

The average tonnage of freight in all freight cars hauled in regular service, loaded and empty, was, in 1878, $6\frac{282}{1000}$ tons; in 1879, $7\frac{687}{1000}$ tons per car.

The mileage of foreign freight cars on our road was, in 1878, 13,097,-490 miles; in 1879, 18,796,259 miles; increase, 5,698,769 miles, or $43\frac{51}{100}$ per cent.

The mileage of Chicago & Alton freight cars on foreign roads was, in 1878, 7,875,426 miles; in 1879, 10,868,796 miles; increase, 2,993,370 miles, or 38 per cent.

TRAIN DEPARTMENT STATISTICS.	1876.	1877.	1878.	1879.	INCREASE	DECREASE.
Miles run by passenger trains.....	924,398	900,180	909,761	1,118,791	204,080	.....
Miles run by revenue freight trains.	1,537,057	1,526,857	1,799,645	2,495,847	696,202	.....
Total mileage revenue trains.....	2,461,455	2,427,087	2,709,406	3,609,638	900,232	.....
Earnings for passenger train mile.....	$\$1.53\frac{154}{1000}$	$\$1.55$	$\$1.1\frac{89}{100}$	$\$1.1\frac{86}{100}$	.....	03 cts.
Earnings per freight train mile.....	$2.30\frac{898}{1000}$	$2.00\frac{92}{100}$	$1\frac{90}{100}$	$1\frac{70}{100}$	.....	20 cts.
Gross earnings divided by mileage of revenue trains gives earnings per train mile.....	$2.01\frac{82}{100}$	$\$1.88\frac{84}{100}$	$1.72\frac{42}{100}$	$\$1.59\frac{46}{100}$	.....	$12\frac{87}{100}$ cts.
Ave'ge expenses per revenue train mile	$1.09\frac{82}{100}$	$97\frac{13}{100}$ cts.	$92\frac{88}{100}$ cts.	$84\frac{48}{100}$ cts.	.....	$8\frac{89}{100}$ cts.
Net earnings per revenue train mile	$92\frac{20}{100}$ cts.	$86\frac{82}{100}$ cts.	$79\frac{59}{100}$ cts.	75 cts.	.....	$4\frac{59}{100}$ cts.
Number of passengers carried per train mile.....	$44\frac{806}{1000}$	$45\frac{28}{100}$	$41\frac{55}{100}$	$48\frac{68}{100}$ cts.	.....	$7\frac{18}{100}$
Average number of tons rev'ue freight carried per train mile	$141\frac{722}{1000}$	$138\frac{81}{100}$	138 tons.	161 tons.	23 tons.	.....

The cost per mile run by locomotives, for repairs, wages of engineers, firemen, fuel, oil, waste, cleaning, etc., computed on the basis of mileage of revenue trains only, was, in 1878, $24\frac{70}{100}$ cents; in 1879, $25\frac{88}{100}$ cents.

There was consumed, in operating your Lines during the last year, 194,036 tons of coal; average cost per ton delivered on locomotive tender, \$1.28. Also 5,129 cords of wood; cost on tender \$2.12 per cord.

14.
There was paid for labor, including improvements, during the year 1878, \$1,615,656.27; in 1879, \$1,964,622.43.

The average number of men employed was, in 1878, 2,953; in 1879, 3,589.

Of the whole amount of operating expenses, 64 $\frac{12}{100}$ per cent was paid for labor and personal services; 35 per cent for supplies of various kinds purchased, and 0 $\frac{58}{100}$ per cent for miscellaneous expenses.

LOCOMOTIVES.

The number of Locomotives owned by our Company at the close of the year is as follows:

Locomotives with 6 Driving Wheels and 4 Leading Wheels	14
" " 6 " " " 2 " " "	11
" " 4 " " " 4 " " "	146
" " 4 " " " switching	16
" " 6 " " " "	1
Total.....	187

All of them are constructed for burning coal. Sixty-five are equipped with the Westinghouse Automatic Air Brake, one with the Eames' Vacuum, and one with the Card Steam Brake. Twenty-seven of the Locomotives included in the foregoing statement have been added during the year.

CARS.

The number of Cars used in Passenger Trains and owned by our Company is.....	95
Pullman Sleeping Cars on our lines.....	12
Total.....	107

The number and description of Freight Cars owned by our Company on the 31st of December, 1879, are as follows:

House Cars.....	2339
Combination Cars.....	151
Stock Cars.....	702
Platform and Coal Cars.....	885
Dump Coal Cars.....	10
Drovers' Cars.....	23
Caboose Cars.....	88
Blue Line House Cars.....	25
Total	4218

Embraced in the foregoing statement are 5 passenger cars, 3 postal cars and 937 freight cars, which were added to our car equipment during the year.

PERMANENT WAY.

The following tabular statement shows the number of miles of main track laid with steel rails, and the number of miles of main track laid with iron rails, upon your several lines at the close of the year :

	TOTAL DISTANCE.	1ST MAIN TR'CK		2D MAIN TR'CK		MILES OF PERMANENT RAILS LAID IN 1879.
		STEEL RAILS.	IRON RAILS.	STEEL RAILS.	IRON RAILS.	
Chicago to East St. Louis	280.70	274.17	6.58	53.48	8.58	9.50
Joliet to Mazon River (Ill. River R. R.)	23.86	20.00	3.86			
Coal Branch Railroad	3.98	0.22	3.76			0.02
Dwight to Washington and Lacon	79.80	0.66	79.14			0.66
Bloomington to Godfrey	150.60	110.23	40.87			22.45
Roodhouse to Louisiana	38.10	25.07	13.08			8.27
Louisiana to Cedar City	100.80	9.11	91.69			2.63
Mexico to Kansas City	162.62	162.62	.....			162.62
Total miles	840.46	602.08	288.88	53.48	8.58	206.15

Number of miles Main Track laid with Steel Rails..... 655.56
 Number of miles Main Track laid with Iron Rails..... 246.96
 Number of miles Main Track laid with Steel in 1879

LEASED LINES.

The earnings on each of the lines held and operated under lease were larger than in 1878.

No separate account of the earnings of the Joliet & Chicago Railroad is kept.

The rent is fixed by the terms of a perpetual lease at 7 per cent per annum on the Capital Stock of that Company, amounting to \$1,500,000, with a covenant by our Company to pay the interest and principal of its mortgage bonds at maturity, the amount of which now uncanceled is \$306,000.

The net earnings of this Road have at all times exceeded the amount of rent paid for its use.

During the last four years our Company has operated a Railroad (nearly parallel with our Main Line), extending from Joliet to the Wilmington Coal Fields, which was built and leased to our Company, as heretofore reported, by the Chicago & Illinois River Railroad Company.

The financial affairs of that Company have been seriously embarrassed for nearly the entire period of its existence, and on the 3d day of September last, its property of every description was sold by order of Court under a foreclosure of its First Mortgage.

(Over)

The sale was confirmed by the Court, and on the 5th of September the property was purchased and deeded to our Company.

The title is subject to the rights of the Union Rolling Mill Company, if the Court shall hereafter decide that its claim for rails sold to the Illinois River Railroad Company constitutes a lien upon the road.

The present cost to our Company of what we now call the Coal City Branch (which includes the road purchased and 1,400 acres of coal land), is \$500,184.33. Deducting the estimated value of the lands, the remainder is equal to about \$15,500 per mile.

The cost of the property may be increased by the payment of the claim referred to, so as to be equal to \$19,800 per mile, if all that is claimed should be allowed by the Court.

This line will be connected at little cost with our main line, so as to be used for about twenty-eight miles as a second main track where such a track is needed.

Its location commands almost the entire coal field, and its value to our Company is much greater than its cost.

The St. Louis, Jacksonville & Chicago Railroad earned \$655,736.24 in 1878, and \$742,798.12 in 1879; increase, \$87,061.88, or $13\frac{27}{66}$ per cent.

The Louisiana & Missouri River Railroad earned \$231,389.76 in 1878, and \$317,756.50 in 1879; increase, \$86,366.84, or $37\frac{3}{16}$ per cent.

The contract between our Company and the Kansas City, St. Louis & Chicago Railroad Company, under date of the 15th of March, A. D. 1878, in which provision is made for the construction and use of a railroad from Mexico to Kansas City, was stated in full in ~~the~~ last annual report.

It provided (as the basis of a construction fund) for the issue and transfer to our Company of \$3,000,000 of 7 per cent First Mortgage Bonds; \$1,500,000 of 7 per cent Preferred Stock, and the proceeds of all local subscriptions to its Common Capital Stock.

That contract was changed, so far as it relates to the issue of Preferred Stock, by a supplemental agreement under date of the 29th day of May, 1879; in which it is stipulated that \$1,750,000 of 6 per cent Preferred Stock shall be issued in place of \$1,500,000 of 7 per cent Preferred Stock. All other stipulations in the original contract remain unchanged.

The agreement provides that rent for the use of the road shall commence to accrue on the 1st day of November, A. D. 1879. Prior to that date, all net earnings on that line have been credited, and all coupons and dividends falling due on the Bonds and Preferred Stock of that road, which had been guaranteed and sold by our Company, have been charged in the

~~construction account as will appear from the synopsis of that account in the appendix to this report.~~

The cost of the road so far as the original plans have been adopted in construction, does not exceed the original estimate.

But before the work had progressed very far, it was found that good building stone could be procured on nearly all parts of the route, and it was decided in nearly all cases to construct masonry and iron bridges instead of wooden structures, where bridges and culverts were needed. It was also decided to use stone for ballasting, where originally it was supposed no suitable material could be obtained.

Much larger and more valuable depot grounds have been procured at Kansas City, and, in short, a much better road has been built than was originally contemplated.

The amount expended in the construction of the road, including the steel bridge over the Missouri River, depot grounds, buildings and all other appurtenances, is \$3,592,027.95, or \$22,088.40 per mile.

The cost of the bridge over the Missouri River and its approaches, is \$475,341.90, which, if deducted from the amount above stated, leaves a sum which is equal to \$19,165.30 per mile of road.

Adding to the sum above stated discount and commissions on Bonds and Stock sold, and interest paid during the time employed in constructing the road (less net earnings from traffic prior to November 1, 1879), the aggregate sum charged to account of construction is \$3,957,382.20, or \$24,335.00 per mile.

The road is of the most substantial character; the work of construction was prosecuted and materials were purchased for it when prices were cheaper than at any other period for many years. An estimate shows that at present prices the cost of the road would be increased more than \$1,500,000.

The amount of traffic over this line since its completion has fully equaled the most sanguine expectations of those who recommended its construction.

Although it was in full operation only about one-half of the year, it contributed 56½ per cent of the total increase in gross earnings during the year.

The present traffic of our lines imperatively demands additional tracks and buildings at Chicago and East St. Louis, about 15 miles of new side tracks at other stations on our several lines east of Mexico, and a large addition to our rolling-stock. Partial provision has already been made to meet this demand.

*The Board proposes to issue
to shareholders, at par, in the
proportion of one share for each ten
shares now held, a new stock*

of the Company which is
about 10,000 shares. ²⁴

18

Twenty locomotives have been contracted for delivery within the next three months, and an average of about eight freight cars per day are being constructed at the shops of our Company at Bloomington.

When authority was last conferred upon the Board to increase the Share Capital of our Company, the additional amount was limited to 22,710 shares. As was proposed at the time only about one-half of that number was issued. By the terms of the circular, to which the shareholders gave their consent, it was provided that the time when the remainder of the shares should be issued and sold should be left to the future decision of the Board, in view of the necessities of the traffic of the lines as the same might be thereafter developed.

The shares then issued were sold to the shareholders pro rata at par, in the proportion of one share to each ten shares owned by them respectively, less fractions if any. In our opinion, a similar issue and sale should be made not later than May next, of which at least thirty days' notice will be thereafter given. Such an issue of shares would provide a fund of about \$1,000,000, which is ^{needed} no more, in our judgment, than will be needed to procure facilities for the increased traffic of our lines in the immediate future.

May 5
28 The property of our Company has been in all departments fully maintained in efficient condition, and in many respects improved during the last year.

The acknowledgment of the Board are due to the officers in charge of the several departments, and those employed under their direction, for efficiency, zeal and fidelity manifested in the discharge of their duties during the past year.

Your attention is invited to the tabular statements and accounts which will be found attached.

By order of the Board.

T. B. BLACKSTONE, *President.*

A.—Passenger Department.

	1877	1878	1879	INCREASE.	DECREASE.
Number of Passengers carried.....	860,257	781,991	843,429	61,438	
Number of Local Passengers Carried.....	812,144	736,664	774,678	38,014	
Number of whole number Carried.....	94,105	94,105	91,844		2,166
Per cent of whole number Carried.....	48,113	45,327	68,761	23,424	
Number of Through Passengers Carried.....	5,600	5,600	8,166	2,566	
Per cent of whole number Carried.....	376,272	352,761	389,186	86,205	
Number of Passengers moved North.....	411,238	360,210	382,266	22,056	
Number of Passengers moved South.....	29,885	27,181	26,773		
Number of Through Passengers moved North.....	42,747	41,839	45,204	3,365	
Number of Passengers moved South.....	40,743,271.7	37,797,642	64,219,072.7	16,421,530.7	
Average Distance Traveled by each Passenger.....	47,460 mls.	48,344 mls.	64,250	15,807	
Average Rate per mile—all Passengers.....	2 1/2 ^{1/2} cts.	2 1/2^{1/2} cts.	2 1/2^{1/2} cts.	2 1/2^{1/2} cts.	1/16 cts.
Average Rate per Mile—Local Passengers.....	8 3/100 "	8 3/100 "	8 3/100 "	8 3/100 "	1/16 "
Average Rate per Mile—Through Passengers.....	2 1/2 ^{1/2} "	2 1/2^{1/2} "	2 1/2^{1/2} "	2 1/2^{1/2} "	1/16 "
Rate per Mile for 1000-Mile Ticket.....	3	3	3	3	7/9 "
Average Fare Paid by each Passenger.....	\$1.41	\$1.37	\$1.55	18 cts.	
Passenger Earnings on Business from other Roads.....	\$151,682.30	\$159,906.17	\$180,314.44	\$20,408.27	
Passenger Earnings on Business to other Roads.....	148,608.02	127,247.26	156,022.26	28,775.01	
Passenger Earnings on Local.....	911,566.46	783,950.26	975,871.47	191,221.21	
Earnings from Excess Baggage.....	5,226.34	4,655.75	10,506.72	5,850.97	
Number of Pieces of Baggage Checked.....	244,205	269,906	380,845	60,389	

B.—*Freight Department.*

	1876.	1877.	1878.	1879.	INCREASE.	DECREASE.
Tonnage of Freight Transported.	1,818,235 tons.	1,560,188 tons.	1,967,306 tons.	2,684,177 tons.	666,871 tons.	.....
Tonnage of Freight Trans.—local.	1,536,265 "	1,214,121 "	1,625,898 "	2,011,435 "	386,587 "	618 3/8 ct.
Per cent of whole Tonnage.	85 4/9 %	77 1/8 %	82 1/8 %	76 4/9 %	.....	.....
Tonnage of Freight Transported	281,985 tons.	346,067 tons.	341,408 tons.	622,742 tons.	281,264 tons.	.....
Per cent of whole Tonnage.	14 5/9 %	22 1/8 %	17 1/8 %	23 4/9 %	6 1/9 %	7 3/8 ct.
Revenue Ft' Carried One Mile.	217,835,101 tons.	211,947,505 tons.	248,286,318 tons.	402,234,396 tons.	153,948,078 tons.	.....
Average Rate per Ton per Mile on	1 6/34 cts.	1 14/37 cts.	1 28/37 cts.	1 95/37 cts.	1 14/37 cts.	1 14/37 cts.
Revenue Freight*.	119 1/8 mls.	136 5/8 mls.	121 1/8 mls.	114 1/8 mls.	17 3/8 mls.	6 1/8 mls.
Av. Dis. each Ton was carried	606,376 tons.	474,177 tons.	646,698 tons.	817,301 tons.	170,605 tons.	166 tons.

* Does not embrace Tonnage of Company's Freight.

C.—*Freight Transported.*

21

ARTICLES.	1874.	1875.	1876.	1877.	1878.	1879.	INCREASE.	DECREASE.
Merchandise and Sundries	164,268	199,886	232,201	242,831	259,486	387,825	128,539	
"	59,385	71,647	82,895	48,301	100,260	180,268	80,008	
Iron	404,327	569,234	606,375	475,177	646,698	817,361	170,633	
Coal	17,310	19,461	20,098	28,892	30,949	31,790	841	
Bran and Mill Stuff	44	167	278	121	445	568	994	416
Wool	"	"	"	"	"	"	"	50
Dressed Hogs	1,157	1,727	96	334	1,689	192	142	
Hides	"	448	"	494	337	2,987	3,448	451
Broom Corn	"	38	"	"	"	4,457	787	350
Hay	"	7,794	8,184	3,292	4,634	4,692	10,781	6,259
Ice	"	18,059	19,860	18,204	8,928	28,696	49,973	21,278
Brick and Sand	"	31,967	19,841	12,659	16,499	28,988	18,406	13,442
Stone	"	26,888	17,223	10,719	33,831	19,615	18,827	688
Wheat	1,152,634	1,224,891	1,614,411	1,112,330	4,145,456	5,919,401	1,773,986	
Barrels	8,528,010	4,929,981	11,380,125	8,772,412	9,684,210	9,623,131	61,079	
"	1,171,420	1,105,753	1,061,799	1,376,457	3,185,181	1,818,639	1,346,672	
Oats	"	"	"	"	"	"	"	"
Barley	"	124,504	386,214	328,403	330,080	249,887	617,087	267,250
Rye	"	78,981	126,639	168,902	310,186	276,604	248,346	27,258
Potatoes	"	142,766	232,183	175,841	67,588	167,123	22,378	
Flour	"	691,117	587,744	548,111	730,830	782,319	948,022	165,703
Barrels	"	7,210	7,260	10,872	4,746	3,253	9,865	6,612
Whisky	"	3,656	11,541	14,362	19,055	7,980	9,142	1,292
Beef	"	39,408	44,817	38,349	18,354	13,242	60,213	46,971
Pork	"	4,611	7,197	5,970	9,055	7,420	23,171	16,751
Lard	"	58,639	61,080	62,120	67,017	63,001	93,403	40,402
Salt	"	72,427,000	84,443,440	92,877,330	100,646,790	101,616,020	111,687,720	9,971,700
Lumber	Feet	"	"	"	"	"	"	"
Shingles	M.	76,194	51,081	65,083	60,100	40,860	47,643	6,783
Lath	"	6,680	2,402	5,096	12,431	10,750	15,040	4,250
Port, Staves, etc.	Cords	2,136	1,928	1,748	6,051	4,938	1,480	3,458
Cattle	No.	205,566	189,632	274,699	186,717	174,886	200,614	25,979
Hogs	"	464,426	388,201	387,669	322,432	630,886	676,561	45,886
Sheep	"	23,663	32,087	33,200	36,137	33,114	59,819	28,706
Horses	"	5,983	6,478	4,248	5,165	8,968	15,932	6,984
Milk	Gallons	"	"	"	542,947	561,946	477,024	
Cured Meats	Tons	"	"	"	1,962	3,514	6,733	3,219
Cotton	No.	"	"	"	4,173	18,884	3,282	3,709
Bullion	"	"	"	"	"	"	"	"
Baileetrod Ties	No.	"	"	"	"	"	"	"
							216,546	

D.—*Operating Expenses in Detail.*

PER REVENUE TRAIN MILE.	1878.	ITEMS.	1879.	PER REVENUE TRAIN MILE.
11 ⁵⁸ ₁₀₀	\$313,771.48	Wages Station Agents, Clerks, etc.....	\$399,011.11	11 ⁸⁶ ₁₀₀
45,067 ₆₁	123,824.27	Wages Passenger Conductors and Men.....	53,303.44	6 ⁹⁰ ₁₀₀
125,035 ₆₈	28,459.20	Wages Freight Conductors and Men.....	162,410.31	1 ⁰⁰ ₁₀₀
13,419 ₁₀	13,419.78	Supplies, Stations and Trains.....	141,280.90	3 ²¹ ₁₀₀
24,491 ₇₈	24,863.00	Stationery	37,278.54	1 ⁰³ ₁₀₀
5,239 ₈₁	5,239.81	Advertising.....	24,680.12	6 ⁸⁴ ₁₀₀
6,070 ₇₈	6,070.78	Incidentals and Stamps.....	29,869.71	1 ⁸⁰ ₁₀₀
		Loss and Damage.....	46,682.69	1 ²⁹ ₁₀₀
		Telegraph Expenses.....	7,018.15	1 ⁰⁰ ₁₀₀
		Louisiana Bridge.....	3,616.89	8 ⁰⁰ ₁₀₀
26 ⁹³ ₁₀₀	\$705,242.80	Total Conducting Transportation.....	\$905,145.86	25 ⁹⁸ ₁₀₀
PER REVENUE TRAIN MILE.	1878.	ITEMS.	1879.	PER REVENUE TRAIN MILE.
18 ⁵⁶ ₁₀₀	\$502,860.33	Road Repairs.....	\$590,560.44	16 ⁸⁶ ₁₀₀
4 ⁸⁶ ₁₀₀	118,398.56	Bridges and Culverts.....	97,558.62	2 ⁷⁰ ₁₀₀
2 ⁴⁴ ₁₀₀	57,908.35	Stations and Buildings.....	83,727.26	2 ⁴⁴ ₁₀₀
1 ¹⁶ ₁₀₀	38,092.77	Fence.....	34,294.20	1 ⁰⁰ ₁₀₀
26 ⁴⁷ ₁₀₀	\$717,255.00	Total Maintenance of Way.....	\$806,140.52	22 ⁴⁴ ₁₀₀
PER REVENUE TRAIN MILE.	1878.	ITEMS.	1879.	PER REVENUE TRAIN MILE.
10 ¹⁴ ₁₀₀	\$275,728.71	Wages—Engineers, Firemen and Wipers.....	\$353,089.33	9 ⁷⁴ ₁₀₀
7 ⁹⁸ ₁₀₀	216,601.73	Locomotive Fuel, etc.....	328,419.44	8 ⁹⁶ ₁₀₀
6 ⁵⁴ ₁₀₀	177,798.61	Locomotive Repairs.....	237,859.61	6 ⁰⁰ ₁₀₀
24 ⁷⁷ ₁₀₀	\$669,124.05	Total Motive Power.....	\$914,368.38	25 ⁸⁴ ₁₀₀

D.—*Operating Expenses in Detail—Continued.*

PER REVENUE TRAIN MILE.	1878.	ITEMS.	1879.	PER REVENUE
				TRAIN MILE.
2 ⁴⁸ 100	\$619 00 61,945 98	Sleeping-Car Repairs Passenger-Car Repairs	\$48,069 56	1 ⁴⁸ 100
1 ⁰⁶	5,687 37	Dining-Car Repairs (Pay-Car Repairs)	16,715 67	1 ⁴⁴ 100
3 ⁰⁶	14,316 74	Baggage, Mail, etc., Car Repairs	9,696 56	1 ²⁷ 100
1 ⁰⁶	1 23	Foreign Coach Repairs	180 09	.....
7 ⁸⁸	74 80	Foreign Sleeping-Car Repairs	1,528 23	0 ⁴ 100
7 ⁰⁶	198,783 11	Foreign Freight-Car Repairs	190,390 09	5 ⁰⁶ 100
1 ⁰⁴	964 15	Foreign Freight-Car Repairs	2,217 22	0 ⁶ 100
1 ⁰⁶	1,649 98	Air-Brakes Repairs	970 23	1 ⁰⁶ 100
10 ⁴⁸	\$283,423 45	Total Maintenance of Cars	\$268,767 65	7 ⁴⁵ 100
PER REVENUE TRAIN MILE.	1878.	ITEMS.	1879.	.
3 ¹² 106	\$ 84,668 15	Salaries of Officers and Clerks	\$99,387 42	2 ⁷⁵ 100
1 ²⁸ 100	7,625 73	..... Rent	14,160 71	1 ⁹ 100
1 ⁰⁰	39,234 88	Legal Expenses	32,227 33	1 ⁰⁵ 100
1 ⁵⁵ 100	4,060 25	..... Insurance	4,822 76	1 ¹³ 100
1 ⁰⁰	4,500 00	Transfer and Registry Agencies	4,500 00	1 ⁰⁸ 100
5 ¹⁶	\$140,089 01	Total General Expenses	\$155,098 22	4 ¹⁰ 100
92 ⁸³ 100	\$2,615,184 31	Grand Total	\$3,049,620 63	84 ⁴⁸ 100

E.—Mileage of Cars.

	1877.	1878.	1879.	Increase.	Decrease.
Miles run by C. & A. Sleeping Cars on C. & A. R. R.	631,536	687,704	554,765	17,081	
Miles run by C. & A. Sleeping Cars on Foreign Roads....	264,824	279,968	544,722	264,784	
Miles run by Foreign Sleeping Cars on C. & A. R. R.	107,854	108,122	120,990	17,868	
Miles run by Dining Cars.	2,093,659	2,283,656	2,940,950	707,295	
Miles run by C. & A. Coaches on C. & A. R. R.	105,036	162,485	68,376	94,109	
Miles run by C. & A. Coaches on Foreign Roads....	104,575	80,872	73,350	7,542	
Miles run by Foreign Coaches on C. & A. R. R.	18,603	16,916	25,182	8,216	
Miles run by Pay Car.					
Miles run by C. & A. Mail, Express and Postal Cars on C. & A. R. R.	1,169,954	1,188,624	1,509,619	326,095	
Miles run by Postal Cars on Foreign Roads....	580	4,676	2,898	.....	2,338
Miles run by Foreign Baggage, Mail and Express Cars on C. & A. R. R.	22,879	521	2,748	2,227	
Mileage of C. & A. Freight Cars on C. & A. R. R., Loaded.	16,284,304	18,215,067	25,469,271	7,254,214	
Mileage of C. & A. Freight Cars on C. & A. R. R., Empty.	7,223,373	8,209,791	8,403,707	193,916	
Mileage of Foreign Freight Cars on C. & A. R. R., Loaded.	6,511,779	8,899,711	13,748,492	4,868,781	
Mileage of Foreign Freight Cars on C. & A. R. R., Empty.	2,806,292	4,197,779	5,047,467	849,688	
Total Mileage of Freight Cars on C. & A. R. R., Loaded.	22,746,083	27,114,768	39,217,763	12,102,995	
Total Mileage of Freight Cars on C. & A. R. R., Empty.	10,029,665	12,407,570	13,451,174	1,048,604	
Aggregate Freight Mileage on C. & A. R. R., Loaded and Empty.	32,775,748	39,522,338	52,668,937	13,146,599	
Per Cent of whole Mileage Loaded.	59.100 ⁰⁰	68.100 ⁰⁰	74.100 ⁰⁰	5.000 ⁰⁰	
Per Cent of whole Mileage Empty.	30.800 ⁰⁰	31.398 ⁰⁰	25.898 ⁰⁰	5.898 ⁰⁰	
Mileage of C. & A. Freight Cars on Foreign Roads.	6,591,931	7,875,426	10,886,796	2,998,370	
Total Mileage run by C. & A. R. R. Freight Cars.	29,149,608	34,532,716	45,479,916	10,947,200	

F.—Details of Mileage, etc., on C. & A. R. R.—Continued.

	1877.	1878.	1879.
Number of C. & A. R. R. Cars hauled Loaded, in Regular Service	243,156	271,789	383,025
Mileage of C. & A. R. R. Cars hauled Loaded, in Regular Service.....	16,085,845	18,215,057	25,469,271
Number of C. & A. R. R. Cars hauled Empty, in Regular Service.....	127,377	144,665	165,285
Mileage of C. & A. R. R. Cars hauled Empty, in Regular Service.....	7,065,595	8,209,791	8,408,707
Number of C. & A. R. R. Cars hauled Loaded, in Construction Trains..	6,812	6,438	16,161
Mileage of C. & A. R. R. Cars hauled Loaded in Construction Trains..	148,459	101,323	383,385
Number of C. & A. R. R. Cars hauled Empty in Construction Trains ..	7,770	6,162	148,216
Mileage of C. & A. R. R. Cars hauled Empty in Construction Trains ..	157,888	131,119	354,757
Number of Foreign and Line Cars hauled Loaded	108,867	140,446	204,488
Mileage of Foreign and Line Cars hauled Loaded	6,511,779	8,899,711	13,748,492
Number of Foreign and Line Cars hauled Empty	57,371	79,081	98,731
Mileage of Foreign and Line Cars hauled Empty	2,806,292	4,197,779	5,047,467
Whole number of Loaded Cars hauled in Regular service	352,023	412,235	587,513
Mileage of Loaded Cars hauled in Regular Service	22,591,624	27,114,768	9,217,763
Whole number of Empty Cars hauled in Regular Service	184,748	223,646	264,016
Mileage of Empty Cars hauled in Regular Service	9,871,827	12,407,570	13,451,174
Average Revenue Tonnage of each Loaded Car hauled, in Regular Service, both Empty and Loaded..	9 ³¹⁸ ₁₀₀₀ tons	9 ¹⁸⁵⁷ ₁₀₀₀ tons	10 ²⁵⁶ ₁₀₀₀ tons
Tonnage of Company's Freight not embraced in above figures.	6 ⁴⁴⁵ ₁₀₀₀ tons	6 ²²² ₁₀₀₀ tons	7 ⁸³⁷ ₁₀₀₀ tons

SECRETARY AND TREASURER'S REPORT.

CHICAGO & ALTON RAILROAD COMPANY,

SECRETARY AND TREASURER'S OFFICE,

Chicago, February 17, 1880.

To the Board of Directors:

GENTLEMEN: The following Statements and Tables, showing the results of the operations of the roads for the fiscal year 1879, and the condition of the General Accounts on the 31st December last, are respectfully submitted:

G.—General Balance Sheet.

H.—Income Account.

I.—Gross Earnings.

J.—Operating Expenses.

K.—Comparative Earnings since 1869.

L.—Joliet & Chicago R. R. Co.'s Sinking Fund Statement for 1879.

M.—Joliet & Chicago R. R. Co.'s Sinking Fund Table.

Your obedient servant,

C. H. FOSTER,

Secretary and Treasurer.

H.—Income Account for the Year 1879.

To Balance December 31, 1878.	\$108,442.06	By Receipts from Traffic, including Miss. River Bridge, in 1879.....	\$5,765,677.19
To Interest on \$389,100 La. & Mo River R. R. Co. Bonds and Stock, Feb. 1.....	16,368.50	By One Year's Interest, to December 31, 1879, on \$300,000 Mississippi River Bridge Co. Bonds owned by this Company.....	12,000.00
To Dividend of March 4.....	382,888.00	By One Year's Dividend, to December 31, 1879, on \$300,000 Mississippi River Bridge Co. Stock owned by this Company.....	21,000.00
To Interest on Income Bonds, April 1.....	37,905.00	By One Year's Interest, to December 31, 1879, on \$300,000 Mississippi River Bridge Co. Stock owned by this Company.....	21,000.00
To Interest on St. L., J. & Chicago R. R. Guaranteed First Mortgage Bonds, April 1.....	19,740.00	By Balance of amount temporarily transferred from Income Account to purchase supplies.....	350,000.00
To Interest on Consolidated Sterling Bonds, July 1.....	123,623.00		
To Interest on First Mortgage Bonds, July 1.....	83,405.00		
To Interest on St. L. J. & C. R. R. Guaranteed Second Mortgage Bonds, July 1.....	6,580.00		
To Interest on \$329,100 La. & Mo. River R. R. Co. Bonds and Stock, August 1.....	16,368.00		
To Dividend of Sept. 1.....	382,888.00		
To Interest on St. L. J. & C. R. R. First Mortgage Bonds, October 1.....	19,740.00		
To Interest on Income Coupons, October 1.....	37,905.00		
To Interest on Income Bonds, November 1, 1879,.....	\$441,225.05		
To K. C. St. L. & C. R. R., transferred to Construction Account, per terms of Lease, Earnings, May 1 to November 1, 1879,.....	389,049.90		
Less Operating Expenses, May 1 to November 1, 1879,.....	389,049.90		
	102,176.16		
To Interest on Consolidated Sterling Bonds, January 1, 1880.....	182,395.85		
To Interest on First Mortgage Bonds, January 1, 1880.....	83,466.00		
To Interest on St. L. J. & C. R. R. Co. Guaranteed Second Mortgage Bonds, January 1, 1880.....	6,580.00		
To Taxes of 1873, 1875, 1876 and 1877, paid in 1879.....	34,025.79		
To Taxes of 1878, paid in 1879.....	121,935.36		
To Rental for use of Joliet & Chicago R. R.....	131,980.00		
To Rental for use of La. & Mo. River R. R.....	138,370.00		
To Rental for use of St. L. J. & Chicago R. R.....	297,163.24		
To Rental for use of Mississippi River Bridge.....	63,000.00		
To Rental for use of Kankakee City, St. L. & C. R. R. (November and December).....	52,500.00		
To Operating Expenses in 1879.....	3,049,529.83		
To Interest and Exchange, Balances of amount in 1878, transferred to Income Account, July 1, 1879.....	14,226.60		
To sundry payments of Rent of Chi. & Ill. River R. R., July 1878 to September, 1879.....	71,798.41		
To amount of Stock received of the Joliet Iron & Steel Co., in settlement of Freight Account, since foreclosed.....	15,273.38		
To Balance.....	6,188,677.19		
	6,188,677.19	Balance brought down.....	
	6,188,677.19	January 1, 1880.	

Aug 10th

Shu -

One table

Cost of Road and Equipment..... \$19,095,863 50

Machinery and Tools in Shop.....

In Our Shops.....

Western Division Missouri River R. Co. Construction..... 1,116,721 30

Coal City Branch Construction..... 600,184 50

Louisiana Branch Construction..... 1,389,537 50

James H. Lewis & Sons H. & C. Co., Trustees, Bonds, etc., in their hands, payable to James H. Lewis & Sons H. & C. Co., to meet contingent liabilities, Special Receiver's Bonds, due this year..... 37,813 30

James H. Lewis & Sons H. & C. Co., Trustees, Bonds, due this year..... 40,000 00

T. B. Hackaday, Trustee, "Palace Cars," T. B. Blackstone, Trustee of C. & A. R. Co. Stock, etc., due this year..... 9,700 00

Missouri River Bridge Stock, held for redemption of T. B. Blackstone, Trustee, "Palace Cars," T. B. Blackstone, Trustee of C. & A. R. Co. Stock, etc., due this year..... 20,000 00

Missouri River Bridge Bonds, held for redemption of T. B. Blackstone, Trustee, "Palace Cars," T. B. Blackstone, Trustee of C. & A. R. Co. Stock, etc., due this year..... 127,690 00

Missouri River Bridge Bonds, held for redemption of T. B. Blackstone, Trustee, "Palace Cars," T. B. Blackstone, Trustee of C. & A. R. Co. Stock, etc., due this year..... 3,000 00

Missouri River Bridge Stock, held for redemption of T. B. Blackstone, Trustee, "Palace Cars," T. B. Blackstone, Trustee of C. & A. R. Co. Stock, etc., due this year..... 300,000 00

Missouri River Bridge Bonds, held for redemption of T. B. Blackstone, Trustee, "Palace Cars," T. B. Blackstone, Trustee of C. & A. R. Co. Stock, etc., due this year..... 160,000 00

Missouri River Bridge Co. Bonds..... 60,000 00

Kansas City, St. Louis & Chicago R. R. Co. First Mortg. Bonds, 7%..... 3,000,000 00

Kansas City, St. Louis & Chicago R. R. Co. Second Mortg. Bonds, 7%..... 22,626 10

Kansas City, St. Louis & Chicago R. R. Co. Bonds, 7%..... 70,000 00

Kansas City, St. Louis & Chicago R. R. Co. Bonds, 7%..... 27,694 90

Kansas City, St. Louis & Chicago R. R. Co. Bonds, 7%..... 361,539 70

Other Bonds on hand..... 972,444 45

Other Bonds on hand..... 6,830 90

Other Bonds on hand..... 98,408 05

Other Bonds on hand..... 6,800 90

Other Bonds on hand..... 341,191 40

Other Bonds on hand..... 65,940 80

Other Bonds on hand..... 19,779 40

Other Bonds on hand..... 108,442 40

Capital Stock—Preferred

Common

Old Stock—Scrip Outstanding

Funded Debt:

First Mortgage Bonds, due January 1, 1893..... 2,400,000 00

Income Bonds, due January 1, 1893..... 1,000,000 00

Consolidated Sterling Bonds, due July 1, 1893..... 1,378,850 00

Shilling Fund Grant Bonds, due May 1, 1893..... 3,000,000 00

St. Louis, JACKSONVILLE & CHICAGO R. R. Co. Bonds, due April 1, 1894..... 564,000 00

St. Louis, JACKSONVILLE & CHICAGO R. R. Co. Bonds, due July 1, 1898..... 1,850,000 00

Shilling Fund Bonds, paid and canceled..... 11,827,850 00

Sundry Bonds, Stock, etc., unissued..... 600,000 00

Long & McQuade, Ritter R. R. Co. Special Bond Account..... 27,813 30

Unclaimed Dividends—old..... 439,100 00

Unclaimed Coupons—old..... 732 50

Unclaimed Wages—old..... 666 50

Wages Checks not presented..... 207,488 00

Bills Payable..... 36,438 00

Bills Payable..... 60,000 00

Bills Payable..... 182,611 30

Balances due other Companies for Tickets and Luggage, due this year..... 1,885 50

St. Louis, JACKSONVILLE & CHICAGO R. R. Co. Bonds, due for rent..... 61,554 50

Kansas City, St. Louis & Chicago R. R. Construction account, unexpired, balance due, contract with the St. Louis & San Antonio R. R. Co. for construction of a railroad, as per lease contract..... 828,020 00

St. Louis, JACKSONVILLE & CHICAGO R. R. Co. Bonds, due for rent on leased lines, not yet due..... 67,973 30

Louisiana, JACKSONVILLE & CHICAGO R. R. Co. Bonds, due for rent on leased lines, not yet due..... 42,741 50

St. Louis, JACKSONVILLE & CHICAGO R. R. Co. Bonds, due for rent on leased lines, not yet due..... 38,804 17

St. Louis, JACKSONVILLE & CHICAGO R. R. Co. Bonds, due for rent on leased lines, not yet due..... 62,500 00

2. 3/17

2. 3/17

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2. 3/17

2. 3/17

H.—Income Account for the Year 1879.

To Balance December 31, 1878.	\$109,442.06
To Interest on \$439,100 La. & Mo. River R. R. Co. Bonds and Stock, Feb. 1.....	16,348.60
To Interest on Income Bonds, April 1.....	38,988.00
To Interest on St. L., J. & C. R. R. Guaranteed First Mortgage Bonds, April 1.....	37,905.00
To Interest on Consolidated Sterling Bonds, July 1.....	10,740.00
To Interest on First Mortgage Bonds, July 1.....	123,023.00
To Interest on St. L., J. & C. R. R. Guaranteed Second Mortgage Bonds, July 1.....	83,405.00
To Interest on \$439,100 La. & Mo. River R. R. Co. Bonds and Stock, August 1.....	6,580.00
To Dividend of Sept. 1.....	16,968.60
To Interest on St. L., J. & C. R. R. First Mortgage Bonds, October 1.....	382,988.00
To Interest on Income Coupons, October 1.....	19,740.00
To K. C. St. L. & C. R. R., transferred to Construction Account, per terms of Lease, Earnings, May 1 to November 1, 1879.....	37,905.00
Less Operating Expenses, May 1 to November 1, 1879.....	\$441,225.05
	333,049.90
	102,176.15
To Interest on Consolidated Sterling Bonds, January 1, 1880.....	132,395.85
To Interest on First Mortgage Bonds, January 1, 1880.....	82,406.00
To Interest on St. L., J. & C. R. Co. Guaranteed Second Mortgage Bonds, January 1, 1880.....	6,580.00
To Taxes of 1873, 1876, 1876 and 1877, paid in 1879.....	34,025.79
To Taxes of 1878, paid in 1879.....	121,935.96
To Rental for use of Joliet & Chicago R. R.....	131,980.00
To Rental for use of La. & Mo. River R. R.....	130,370.00
To Rental for use of St. L., J. & Chicago R. R.....	297,363.24
To Rental for use of Mississippi River Bridge.....	63,000.00
To Rental for use of New Orleans City, St. L. & C. R. R. (November and December).....	59,500.00
To Operating Expenses in 1879.....	3,049,529.68
To Interest and Exchange, Balance of amount in 1879, transferred.....	14,226.60
To sundry payments of Rent of Ohio & Ill. River R. R., July, 1875, to September, 1879.....	71,799.41
To amount of Stock received of the Joliet Iron & Steel Co., in settlement of Freight Account, since foreclosed.....	16,273.38
To Balance.....	\$6,138,677.19
	575,373.22
	\$6,138,677.19
	January 1, 1880. Balance brought down.....
	\$575,373.22

I.—Gross Earnings from Traffic for the Year Ending December 31, 1879.

MONTHS.	PASSENGERS.	FREIGHT.	EXPRESS, MAILS, ETC.	TOTAL.
January.....	\$71,104 26	\$256,804 56	\$15,828 52	\$343,737 34
February.....	72,353 83	220,437 51	14,889 52	307,680 86
March.....	84,179 06	227,191 86	15,999 52	327,370 44
April.....	88,674 71	236,208 28	15,515 52	335,393 51
May.....	105,851 85	299,224 36	16,860 71	421,936 92
June.....	117,913 30	314,677 78	15,202 52	447,793 60
July.....	117,774 01	400,026 09	19,043 20	536,843 30
August.....	122,654 78	443,552 97	17,624 34	583,832 09
September.....	146,978 79	468,763 92	18,068 49	628,811 20
October.....	161,848 79	488,325 42	17,988 52	668,162 73
November.....	114,976 66	468,921 60	17,202 52	601,100 78
December.....	112,398 13	423,662 04	16,954 25	553,014 42
Totals.....	\$1,311,708 17	\$4,242,791 39	\$201,177 63	\$5,755,677 19

J.—Operating Expenses for the Year ending December 31, 1879.

CONDUCTING TRANSPORTATION:

Wages of Station Agents, Clerks, etc.....	\$899,011 11
Wages of Passenger Conductors and men.....	58,303 44
Wages of Freight Conductors and men.....	162,410 31
Supplies for Stations and Trains.....	141,280 90
Stationery	37,278 54
Advertising	24,680 12
Incidentals and Stamps.....	29,869 71
Loss and Damage.....	46,682 69
Telegraphing Expenses.....	7,013 15
Louisiana Bridge Expenses.....	3,615 89

	905,145 86

MOTIVE POWER:

Wages of Engineers, Firemen and Wipers.....	353,089 33
Locomotive Fuel, etc.....	323,419 44
Locomotive Repairs.....	287,859 61

	914,368 38

MAINTENANCE OF WAY:

Road Repairs.....	590,560 44
Bridge and Culvert Repairs.....	97,558 62
Station and Building Repairs.....	88,727 26
Fence Repairs.....	34,294 20

	806,140 52

MAINTENANCE OF CARS:

Passenger Car Repairs.....	76,160 34
Freight Car Repairs.....	192,607 31

	268,767 65

GENERAL EXPENSES:

Salaries of Officers and Clerks.....	99,387 42
Rent Paid.....	14,160 71
Legal Expenses.....	32,227 38
Insurance	4,822 76
Expenses of Transfer and Registry Agencies.....	4,500 00

	155,098 22

TAXES:

State, County and Municipal.....	121,935 96
Total	_____
Total	\$8,171,456 59

K.—*Monthly Earnings Chicago & Alton Railroad.*

MONTHS.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.
January...	\$281,108 90	\$363,235 43	\$371,707 68	\$247,372 38	\$344,419 91	\$219,927 97	\$305,597 29	\$331,607 89	\$301,073 05	\$343,737 34
February.	316,036 92	342,368 54	332,901 81	366,307 21	339,676 43	328,218 69	346,850 35	325,046 79	300,186 68	307,880 86
March.....	342,896 82	384,988 76	373,217 44	420,863 10	382,341 93	363,627 38	355,526 53	345,454 44	367,297 26	327,370 44
April.....	348,039 26	388,964 04	379,878 56	409,471 69	384,324 70	367,955 46	363,919 49	339,394 79	332,989 07	335,393 61
May.....	408,685 64	461,289 91	409,254 00	430,183 87	397,683 03	361,003 67	423,644 66	311,265 70	349,882 67	421,836 92
June.....	408,658 80	466,097 32	419,196 63	475,519 14	496,815 15	382,232 68	451,082 62	398,981 90	365,466 88	447,793 60
July.....	418,709 23	453,654 98	488,351 98	544,341 76	464,458 45	387,445 28	403,870 71	305,927 61	432,473 39	536,843 30
August...	406,880 59	584,162 66	569,381 98	596,107 97	480,056 20	411,980 46	510,794 74	491,727 69	563,378 88	583,882 09
September	497,519 20	507,616 92	497,261 42	580,867 61	524,042 39	490,282 91	524,244 17	480,983 10	443,524 88	628,811 20
October....	475,608 20	473,227 17	640,756 65	584,833 27	550,950 47	458,018 84	532,868 35	445,597 34	486,921 32	668,162 73
November	441,197 28	455,807 52	431,314 90	410,806 55	416,543 88	395,778 68	367,988 48	391,616 08	399,378 20	601,100 78
December	404,263 93	377,686 98	362,603 76	344,046 22	354,725 47	369,312 11	374,361 40	316,798 65	340,947 31	663,014 42
Total.....	\$4,949,404 89	\$5,278,810 23	\$5,156,325 71	\$4,497,540 77	\$5,126,228 03	\$4,656,763 83	\$4,900,528 69	\$4,464,343 08	\$4,671,519 13	\$5,755,677 19
Expenses...	\$2,786,106 86	\$3,080,824 77	\$3,277,178 27	\$3,876,254 87	\$2,901,351 06	\$2,523,256 61	\$2,804,280 49	\$2,487,765 27	\$2,660,129 76	\$3,171,466 69
Profit.....	\$2,163,299 04	\$2,198,086 46	\$1,878,147 44	\$1,121,285 90	\$8,224,876 97	\$2,153,507 32	\$2,166,238 20	\$2,006,577 81	\$2,011,388 37	\$2,584,220 60

L.—Sinking Fund Account of the Joliet & Chicago Railroad Company Bonds.

Dr.			
1879.			No appropriation made in 1879.
	January 1.—To amount of Joliet & Chicago Railroad Company's Bonds outstanding, the payment of which was, under the contract with that Company, assumed by this Company.....	\$306,000 00	
			\$306,000 00
1880.	January 1.—To amount of Bonds outstanding.....	\$306,000 00	Chicago, December 31, 1879.

M.—Apportionment of Sinking Fund and Interest on \$500,000 Joliet & Chicago Railroad Company Bonds, due July 1, 1882, with Interest Coupons at 8 per cent per annum, payable January 1st and July 1st.

YEARS.	DEBT.	SINKING FUND PAYMENTS.		COUPON PAYMENTS.		TOTAL ANNUAL PAYMENTS.
		January 1.	July 1.	January 1.	July 1.	
1866.....	\$500,000		\$ 7,000		\$ 20,000	\$27,000
1867.....	493,000	\$ 8,000	8,000	\$18,720	19,400	55,120
1868.....	477,000	8,000	9,000	19,080	18,760	54,840
1869.....	460,000	9,000	10,000	18,400	18,040	55,440
1870.....	441,000	10,000	10,000	17,640	17,240	54,880
1871.....	421,000	11,000	11,000	16,840	16,400	55,240
1872.....	399,000	12,000	12,000	15,960	15,480	55,440
1873.....	375,000	13,000	13,000	15,000	14,480	55,480
1874.....	349,000	14,000	14,000	13,960	13,400	55,360
1875.....	321,000	15,000	15,000	12,840	12,240	55,080
1876.....	291,000	16,000	17,000	11,640	11,000	55,640
1877.....	258,000	17,000	18,000	10,320	9,640	54,960
1878.....	223,000	19,000	19,000	8,920	8,160	55,080
1879.....	185,000	20,000	21,000	7,400	6,600	55,000
1880.....	144,000	22,000	23,000	5,760	4,880	55,640
1881.....	99,000	24,000	24,000	3,960	3,000	54,960
1882.....	51,000	25,000	26,000	2,040	1,040	54,080
		\$243,000	\$257,000	\$199,480	\$209,760	\$909,240

N.—*Construction Account K. C., St. L. & C. R. R.*

Cost of Right of Way.....	\$ 208,785 90
" Engineering and Superintendence.....	77,775 45
" Grading.....	828,945 07
" Masonry	348,641 65
" Bridging	206,725 63
" Ties.....	178,841 97
" Rails.....	780,382 60
" Splices, Bolts and Spikes.....	74,822 01
" Track-laying, Frogs and Switches.....	120,073 35
" Ballasting	30,782 02
" Fencing and Crossings.....	86,656 01
" Buildings and Fixtures.....	91,995 13
" Turn Tables	4,249 55
" Water Stations.....	44,669 40
" Stock Yards and Chutes.....	5,685 43
" Telegraph Line.....	5,571 31
" Breakwater near Glasgow.....	1,468 65
" Approaches to Ferry at Glasgow, for use during construction of road.....	3,048 13
" Expenses operating Ferry at Glasgow during construction of road.....	13,757 76
" General Contingencies.....	8,908 97
" Missouri River Bridge.....	475,341 96
Payments for account of construction.....	\$3,592,027 95
Paid discount on 3,000 bonds	95,796 02
" " on 17,500 shares Preferred Stock.....	18,043 34
" Interest, Exchange and Commissions.....	17,689 97
Coupons paid.....	259,530 75
Dividends paid on Guaranteed Stock sold.....	27,750 00— 418,810 08
	— \$4,010,838 03
Less Net Earnings to November 1, 1879.....	58,455 76
Total.....	\$3,957,382 27

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